

Help Create a Vision!

BART Transit Area Plan

Tuesday, February 22, 2005
February 22, 2005 at 7:00 p.m.
Fire Department Training Room
777 South Main Street

Alternative conceptual land use vision plans are in the process of being developed to support Transit Oriented Development in the area surrounding the future Montague/Capitol BART station and two existing VTA light rail line stations.

If you live or own a business near the following areas:

Great Mall of the Bay Area

McCandless Drive

Houret Drive

Centre Pointe Drive

Sango Court

Tarob Court

Gladding Court

Capitol Avenue

Montague Expressway

Piper Drive

Come view, learn, and comment on conceptual plans for this area!

For more information, contact: Dennis Carrington, Project Planner
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Transit Sub Area Plan Public Meeting Notes
February 22, 2005
7-9pm Fire Station 1- Training Room

(Names have not been displayed)

Is there a need for so much parking if there is transit?

Question regarding the ¼ mile radius- too small.

Has BART purchased the UP right-of-way? Resident spoke to a person who wanted to put in a Trader Joe's if he can buy the Southern Pacific Right of way. Resident spoke to the Mills Corporation (Great Mall of the Bay Area owners), and she has a stack of envelopes of people from Fresno, San Francisco, etc. wanting to get to the Great Mall. The trip to the Great Mall should be a maximum of 45 minutes one way. The transportation system needs to be easily accessible and compatible with San Francisco and/or San Mateo. BART needs to be above grade or above ground. The best place to park is in a garage with transit nearby. Transportation should be right near homes. Suggests LEVEX system-permanent magnetic field running transit.

BART is too noisy to be above grade and near high density housing. What is the cost estimate for the pedestrian bridges proposed in the conceptual plans? Personal Rapid Transit (PRT) is less expensive than BART. Resident suggested a "people-mover" like at the airport or PRT.

Loves the Light Rail (LRT). Takes LRT to work in Mountain View, but sees there is a lack of bicycle and pedestrian trails.

No pedestrian access to get to the Great Mall as it is. There are people willing and are currently walking to get to the Great Mall.

Resident questioned why the discussion is on land use if this is a transportation meeting. The only thing left to discuss is pedestrian access.

Parking issues with conceptual plan: with the new housing on Curtis, and the higher densities, and BART not being in place, where is the parking going to be? Is the City or developers going to fund parking structures?

It is important to bring other neighborhoods in Milpitas to BART (suggesting a shuttle service)

The "plan" allows for core of people to go somewhere else, but what is designed to bring people to Milpitas?

What is the financial forecast of the conceptual plan? Is there a fiscal benefits study that shows the amount increase of property tax for the area based on the density. How is this going to be paid?

Sydney, Australia has a good looping transit system of the City.

There should be a convenient billing system to easily transfer from LRT to BART.